

EN TRIPS IMPLEMENTATION AND FUNDING STRATEGY

1. INTRODUCTION

EN TRIPS PROJECT OVERVIEW¹

This Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) was created to implement the transportation vision established in the Eastern Neighborhoods area plans. It was intended to address the impacts of growth and change in the Eastern Neighborhoods by identifying, designing, and seeking funding for key transportation infrastructure projects. These objectives have a strong multi-modal focus, recognizing the need to efficiently move people and goods through a variety of modes of transportation.

Responding to major land use and transportation system changes in the coming decades, the EN TRIPS project sought to develop major capital investments to improve transportation and the public realm on important transportation corridors in the study area. The project identified and prioritized transportation needs in the major transportation networks in the Eastern Neighborhoods and then advanced the highest-priority transportation projects that were unlikely to be met through other efforts.

The final plan includes three Priority Corridor projects along 16th Street, Folsom and Howard Streets, and 7th and 8th Streets that aim not only to address major challenges for circulation and livability at the neighborhood scale, but also to address challenges for the entire Eastern Neighborhoods circulation system. While these selected projects were the focus of design effort, the EN TRIPS plan also proposes circulation changes for the surrounding transportation networks to support the project goals and help meet the EN TRIPS project objectives. Additionally, the project sought to advance corridors for which design and circulation planning work could help to inform future improvement projects for several other priority Eastern Neighborhoods corridors. Following completion of this plan, the proposed projects will be moved forward into environmental review and detailed design.

EN TRIPS PLANNING SETTING & CONTEXT

Within the City's framework of transportation policy and major initiatives, several agencies are working to invest in and improve transportation and the public realm in and around the Eastern Neighborhoods. Projects range from traffic calming on individual alleyways to redevelopment plans for whole neighborhoods. Those initiatives vital to the future of the Eastern Neighborhoods are reviewed in more detail in the EN TRIPS Existing Conditions Report. These EN TRIPS Priority Corridor projects aim to complement and coordinate with these ongoing efforts where feasible. Ongoing efforts are underway to coordinate EN TRIPS with these plans continues beyond the completion of the planning study. The most relevant projects to EN TRIPS are listed below with a short description.

The Better Streets Plan. The Better Streets Plan, initiated by the San Francisco Planning Department, establishes principles for the design of the pedestrian realm in San Francisco. The Better Streets Plan was used to inform the conceptual designs for streetscape improvements in EN TRIPS.

<http://www.sf-planning.org/ftp/BetterStreets/index.htm>

The Transit Effectiveness Project (TEP). TEP is a comprehensive audit of Muni service with recommendations that include numerous proposals to change routes and frequencies of service, as well as a package of proposed capital investments. TEP implementation is underway at the SFMTA, and EN TRIPS is coordinating specifically

¹ Note: Please see the EN TRIPS Final Plan for the full narrative from which this discussion has been cited.

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with the TTRP EIR to include the recommended transportation and streetscape improvements for the 16th Street rapid network corridor. <http://www.sfmta.com/cms/mtep/tepovert.htm>

San Francisco Bicycle Plan. The bicycle plan is the SFMTA's principle document for guiding bicycle facilities. The near term projects specified in the bike plan were considered the baseline bicycle network for EN TRIPS. Recommended alternatives for Priority Corridors include further refinement and, in some cases, recommended changes to the Bicycle Plan network. EN TRIPS will continue to coordinate with SFMTA Livable Streets to review, approve and design the bicycle network as part of the detailed design phase for all Priority Corridors. <http://www.sfmta.com/cms/bproj/bikeplan.htm>

Western SoMa Community Plan. The Western SoMa Community Plan was developed to guide the future development within the Western SoMa area. The intent of the plan was to “promote neighborhood qualities and scale that maintain and enhance...[the] historic and sustainable neighborhood character of social, cultural and economic diversity, while integrating appropriate land use, transportation and design opportunities into equitable, evolving and complete neighborhoods.”² http://commissions.sfplanning.org/soma/FinalPlan_optimized.pdf

The Countywide Transportation Plan, created by the San Francisco County Transportation Authority (TA) and published in July 2004, is the City's blueprint for funding transportation system development and investment over the next thirty years. The SFMTA and the TA have worked to clarify proposals from EN TRIPS within the comprehensive transportation network in the Study Area. <http://www.sfcta.org/content/view/822/416>

Transit Center District Plan. The Transit Center District Plan (TCDP) focuses on the “concentration of future growth...in proximity to San Francisco's greatest concentration of public transit service. The Plan balances increased density in the heart of downtown with the principles of good place-making that are essential to maintaining and enhancing the distinctive qualities of downtown San Francisco.”³ http://www.sfplanning.org/ftp/CDG/CDG_transit_center.htm

WalkFirst. The WalkFirst project has identified key walking streets throughout San Francisco and established criteria to prioritize pedestrian improvements in order to improve pedestrian safety and walking conditions, encourage walking, and enhance pedestrian connections to key destinations. WalkFirst builds on the Better Streets Plan and coordinates with other efforts to improve the City's streets and transportation system. EN TRIPS has coordinated with the WalkFirst project as it evaluated high-incident corridors within the EN TRIPS study area, particularly on 6th Street in South of Market. <http://www.sf-planning.org/index.aspx?page=2568>

Better Market Street. The Better Market Street project is to revitalize Market Street from Octavia Boulevard to The Embarcadero and reestablish the street as the premier cultural, civic and economic center of San Francisco and the Bay Area. The new design should create a comfortable, universally accessible, sustainable, and enjoyable place that attracts more people on foot, bicycle and public transit to visit shops, adjacent neighborhoods and area attractions. <http://www.bettermarketstreetsf.org/>

² <http://www.sf-planning.org/index.aspx?page=1895>

³ http://www.sf-planning.org/ftp/CDG/docs/transit_center/TCDP_Plan_press_release_nov_09.pdf

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2. IMPLEMENTATION

EN TRIPS PRIORITY CORRIDOR PROJECT RECOMMENDATIONS OVERVIEW



EN TRIPS identified three main corridors as “Priority Corridors” for which to develop conceptual designs for transportation and streetscape improvements:

- 16th Street east-west transit corridor,
- Folsom Street “Civic Boulevard” and Howard Street 2-way couplet; and
- 7th and 8th Street north-south SoMa one-way transit corridor.

Within the Priority Corridors, specific focus segments were then defined for the parameters of each conceptual design: 16th Street – Potrero Avenue to 7th Street, Folsom Street and Howard Street – 5th Street to 11th Street, and 7th and 8th Streets – Market Street to Harrison Street.

Boundaries generally reflect logical shifts in the nature and transportation character of the Priority Corridor, but do not necessarily reflect the final boundary of given improvements recommendations. For example, in both cases of 16th Street and Folsom Street, the transit route extends in both directions beyond the focus

segment of the Priority Corridor. Recommended improvements were conceived of such that they would be carried through to complete the full corridor, in some cases with the understanding that the specific configuration of the recommended changes may need to adjust depending on the specific physical constraints of other segments of the corridor.

Each corridor recommendation included a complete transportation concept, along with recommended streetscape improvements that are consistent with the pedestrian improvements recommended by the Better Streets Plan. Transportation modes considered and provided for include transit, bicycle, pedestrian and vehicular. A very strong intention throughout EN TRIPS project recommendations is placed on “complete streets” that balance modal needs and provide measurable improvements to choice and the ability to move through the study area in ways alternative to single-occupant vehicles. The final “recommended” alternatives that are illustrated as part of the final plan should be considered alternatives until all required environmental analysis for each individual project is completed, however they do reflect the strongest alternatives based on the screening criteria that was established through technical expertise and stakeholder input.

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EN TRIPS ORDER OF MAGNITUDE COST ESTIMATES

Initial cost estimates have been prepared and are regularly checked against updated information, phasing strategies, and coordination opportunities with other projects. The following cost estimate shows each EN TRIPS Priority Corridor as a stand-alone project in order to provide an order of magnitude of the costs of each project. These project estimates include the cost of environmental analysis as estimated individually per project, along with costs for planning, detail design and construction phases. They do not indicate the potential efficiencies that are expected to be gained through strategic project scoping and phasing such as that described in the following sections. All cost estimates are preliminary and subject to change.

<u>I.D.</u>		<u>\$Mi</u>
A	16th Street Transportation and Streetscape Improvement Project	\$ 40
B	Folsom Street & Howard Street Transportation and Streetscape Improvement Project	\$ 53
C	7th Street & 8th Street Transportation and Streetscape Improvement Project	\$ 32
Total EN TRIPS Transportation and Streetscape Improvement Projects		\$ 125

- A. The 16th Street estimate includes the most recent cost estimates for transportation improvements under the Travel Time Reduction Proposals and the estimate for the Overhead Contact System (OCS) extension to 3rd Street for the 22-Fillmore trolley coach.
- B. The Folsom Street & Howard Street estimate includes estimates for capital costs for Recommended Alternative 5.⁴ Due to the many trade-offs between pedestrians, transit, bicycles and vehicular modes on Folsom and Howard, it is presumed that other alternatives will be further evaluated in the environmental review of this project. The final “preferred alternative” may vary in scope and cost.
- C. The 7th Street & 8th Street estimate is for Alternative 2⁵ which was both the recommended alternative and the one that was ultimately identified as the most effective within the current circulation network in SoMa.

EN TRIPS IMPLEMENTATION PHASING STRATEGIES

The comprehensive nature of EN TRIPS Priority Projects results in extremely costly projects. In a funding climate that comes with many limitations, breaking down projects into phases that can be funded separately and implemented independently can result in efficiencies in project costs and project schedules. Phasing implementation into Environmental Review, Transportation Improvements and Streetscape Improvements is key to the EN TRIPS Implementation Strategy. The SFMTA will also review the recommended measures on an individual basis to assess the possibility that it may qualify as categorically exempt under CEQA and therefore eligible for immediate implementation. The design and construction of the Transportation and Streetscape Improvement Phases would become separate projects that would seek alternative funding sources and schedules.

⁴ EN TRIPS Final Report, pg. 5-14

⁵ EN TRIPS Final Report, pg. 6-9

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Environmental Review Bundling

As a completed Environmental Impact Report (EIR) will be required prior to the implementation of EN TRIPS projects, an effort to prepare an independent scope of work for the environmental analysis phase of projects is being pursued. This includes scoping the entire environmental review phase as a separate project or combining it – bundling - with the environmental review of another SFMTA project already in the works.

Several opportunities to coordinate the EIR processes have been identified, and in some cases, are already underway. An overview of these bundled EIR projects include:

Environmental Review Project Bundle Title	Description	Time-frame	Estimated Cost (M)
<i>16th Street Transportation and Streetscape Improvements – Transit Effectiveness Project (TEP) EIR Bundle</i>	This project “bundle” is underway. The transportation and streetscape improvements recommended by EN TRIPS for 16 th Street have become the basis for the project description that is included in the TEP EIR.	Underway Est. Completion ~ July 2013	n/a
<i>SoMa Priority Projects Transportation & Streetscape Improvements – Folsom/Howard and 7th/8th Environmental Analysis Optional Bundle</i>	Bundling the environmental review for the EN TRIPS SoMa projects would include 7 th Street and 8 th Street and Folsom Street and Howard Street. This approach will result in a cost savings of over \$1 M for the environmental analysis alone.	Seeking funding through SFMTA CIP planning process. Begin ~ 2013	\$1.84
<i>Folsom/Howard Transportation & Streetscape Improvements - Central Corridor / Moscone Expansion Analysis Bundle</i>	Informal discussions to consider an alternative Folsom/Howard bundle with Central Corridor, the Moscone Center expansion and Folsom/Howard Transportation & Streetscape have occurred. At this time, a formal “bundle” proposal and cost estimate has not been assembled.	Optional bundle. No timeframe currently associated with this option.	tbd

Phased Capital Improvements – Transportation & Streetscape Improvements

The capital improvements proposed in the EN TRIPS conceptual plans include transportation improvements and streetscape improvements. Many funding sources are limited in the kinds of capital improvements that they can fund, often resulting in the need for complex funding plans for projects that bring together sources based on improvement type. EN TRIPS projects were conceived as projects that could be constructed in different phases based on the type of capital improvements.

Transportation improvements in EN TRIPS project proposals generally include transit lanes (shared or restricted), reduction or reconfiguration of vehicular traffic lanes, separated bicycle lanes and on-street parking modifications. In many cases, these improvements can be implemented through simple changes to the roadway striping and traffic signal modifications. In some cases and locations, certain streetscape improvements would be constructed within the Transportation Improvements Phase, especially where they contribute directly to providing pedestrian access to public transit stop locations.

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Streetscape improvements consist mainly of enhancements within the “pedestrian realm” of the street, as guided by the Better Streets Plan. These improvements could include pedestrian bulb-outs and enhanced crosswalks, often with pedestrian activated signalization, at major intersections or mid-block crossing locations; widened sidewalks on one or both sides of the street; landscaping and stormwater management features; and pedestrian amenities such as separated seating areas, furnishings or pedestrian-scale lighting.

PHASING TABLES

The following tables illustrate the recommended phasing of capital improvements for each Priority Corridor:

16th Street Transportation & Streetscape Improvements Current Status

In EN TRIPS, 16th Street recommended improvements were proposed between Potrero Avenue and 7th Street. However, the entire 16th Street corridor is a key transit corridor and is identified in the TEP Rapid Network system. The Project Team, together with the SFMTA Services Planning Staff and TEP implementation staff, developed a full project description for the corridor based on the recommended alternative from EN TRIPS. This is being incorporated into the TEP EIR which is underway, and it is anticipated that this project will receive its environmental clearance through this process. This reduces the cost estimate of this project significantly.

As illustrated below, the transportation and streetscape improvements can be effectively phased separately, allowing for the key transit improvement – the extension of the 22-Fillmore to Mission Bay – to be implemented without requiring the additional costs of sidewalk widening and urban design features. In strategizing for funding, the SFMTA and the SFCTA will work to refine scope and phasing of the project to be commensurate with funding opportunities at a given time, and final phasing may vary from the strategy illustrated in the following table.

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<u>16th Street</u>	Transportation Improvements Phase 1	Streetscape Improvements Phase 2	Funding Opportunities
Transitway	<ul style="list-style-type: none"> • Install overhead wire from Connecticut street to 3rd Street (22-Fillmore Extension Project) • Construct median transitway between Potrero and Seventh. (Re-stripe street and color pavement, add bus stops with raised transit boarding islands and pre-paid fares at Potrero, Rhode Island, Wisconsin. • Construct transit “queue jump” lane and transit bulbs between Bryant and Church Streets. 		
Transit Priority	<ul style="list-style-type: none"> • Transit priority treatments on 16th Street between Church and Potrero. (Median Transitway between Potrero and Bryant, elsewhere various queue jump arrangements) • Divert the 10 Townsend to Hubble street and update intersection of 16th and Connecticut. 	<ul style="list-style-type: none"> • Median transitway in Mission Bay 	<ul style="list-style-type: none"> • Prop K sales Tax • Transportation Fund for Clean Air • Transportation, Community, and System Preservation • TIGER • Prop B
Signals	<ul style="list-style-type: none"> • Retrofit all signals for transit priority 		<ul style="list-style-type: none"> • Highway Safety Improvement Program • Prop K Sales Tax • OneBayArea
Bikes	<ul style="list-style-type: none"> • Stripe bike lanes on 17th from Kansas to Mississippi. • Install bulbs to knock down intersections for traffic calming from Kansas to Mississippi 		<ul style="list-style-type: none"> • Prop K Sales Tax • Transportation Fund for Clean Air • Regional Transportation Fund for Clean Air • Transportation, Community, and System Preservation • OneBayArea • Safe Routes to Transit • Safe Routes to School • Prop B

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16th Street (cont'd)	Transportation Improvements Phase 1	Streetscape Improvements Phase 2	Funding Opportunities
Streetscape & Pedestrian Improvements	<ul style="list-style-type: none"> Install pedestrian bulb-outs at all 16th Street intersections between Potrero and Seventh 	<ul style="list-style-type: none"> Remove parking lanes and widen sidewalks to 18 feet between Potrero and Seventh. Add landscaping and pedestrian amenities. 	<ul style="list-style-type: none"> Prop K Sales Tax Transportation Enhancements Transportation Development Act Prop AA Vehicle Registration Fee Safe Routes to Transit Safe Routes to School Transportation, Community, and System Preservation OneBayArea Prop B
Grid repair	<ul style="list-style-type: none"> Connect Alameda Street between Treat and Bryant to create and new bicycle and pedestrian route. 	<ul style="list-style-type: none"> Two-way 14th and 15th Streets between Guerrero and Folsom Create vehicle connection between Division and Alameda Connect Alameda to the existing crossing of Caltrain ROW Add 17th Street ped/bike crossing of Caltrain ROW. 	<ul style="list-style-type: none"> Prop K Sales Tax Bicycle Transportation Account Transportation, Community, and System Preservation Prop AA Vehicle Registration Fee OneBayArea

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Folsom Street and Howard Street Transportation & Streetscape Improvements Current Status

In EN TRIPS, recommended improvements for Folsom Street as a 2-way “civic boulevard” were focused between 4th Street and 11th Street, and included commensurate recommendations for improvements on Howard Street between 5th Street and 11th Street. Key to these recommended improvements, are the transportation recommendations that extend between 2nd Street and 4th Street. This segment of Folsom would remain a one-way street for vehicular traffic, but a contraflow transit lane would be added to enable the complete consolidation of 2-way transit operations on Folsom.

There are several opportunities for environmental “bundling” to clear the Folsom/Howard improvements that are currently being explored: 1) bundling Folsom /Howard with 7th and 8th Street – the third EN TRIPS Priority Corridor, and 2) bundling Folsom / Howard with the environmental clearance for the Central Corridor and/or the Moscone Center expansion. The SFMTA is including option 1 in its 5 Year Capital Improvements Projects (CIP) budget in order to be able to seek funding in the immediate future, however the project team and City departments will continue to evaluate both alternatives with the intent of identifying the approach that results in the greatest efficiencies in cost and time savings.

<u>Folsom Street & Howard Street</u>	Transportation Improvements Phase 1	Streetscape Improvements Phase 2	Funding Opportunities
Circulation	<ul style="list-style-type: none"> Two-way Folsom Street between Fourth and 11th (2 lanes EB, 1 lane WB). Striping and signals. Two-way Howard Street between Fifth and 11th (2 lanes WB, 1 lane EB, center turn lane). Striping and signals. Re-time SOMA signals to favor moderate progression speeds on both east-west and north-arterials. Add three pedestrian actuated OR fixed-time signals, mid-block crossings on Folsom (Rauch, Russ, and Falmouth) and Howard (at Rauch, Russ, and Mary Streets). 		<ul style="list-style-type: none"> Prop K Sales Tax Bicycle Transportation Account Transportation, Community, and System Preservation Prop AA Vehicle Registration Fee OneBayArea Safe Routes to Transit Safe Routes to School Highway Safety Improvement Program Prop B
Bikes	<ul style="list-style-type: none"> Stripe an 11' two-way parking-buffered cycletrack on South side of Folsom Street between Fifth and 12th. Upgrade signals to allow split right-bike through phasing. 	<ul style="list-style-type: none"> Raise cycletrack and buffer to sidewalk grade 	<ul style="list-style-type: none"> Prop K Sales Tax Transportation Fund for Clean Air Regional Transportation Fund for Clean Air Transportation, Community, and System Preservation OneBayArea Safe Routes to Transit Safe Routes to School Prop B

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<u>Folsom Street & Howard Street</u> (cont'd)	Transportation Improvements Phase 1	Streetscape Improvements Phase 2	Funding Opportunities
Bikes (cont'd)	<ul style="list-style-type: none"> Implement Fifth Street bicycle lanes as per SF bicycle plan. Stripe westbound/southbound bicycle lane on Folsom between 11th and 14th. 	<ul style="list-style-type: none"> Two-way 14th Street between Guerrero and Folsom. 	
Transit	<ul style="list-style-type: none"> Construct mid-block bus bulbs. Remove curb parking on north side of Folsom between Second and Fourth Streets and replace with contraflow transit lane. Striping, signals, overhead wire. 	<ul style="list-style-type: none"> Implement Transit Time Reduction Proposal for Mission Street (part of TTRP implementation) 	<ul style="list-style-type: none"> Prop K sales Tax Transportation Fund for Clean Air Transportation, Community, and System Preservation TIGER OneBayArea Safe Routes to Transit Transportation Development Act Transportation Enhancements Prop AA Vehicle Prop B
Streetscape & Pedestrian Improvements	<ul style="list-style-type: none"> Construct pedestrian corner bulbs with landscaping. Add three pedestrian actuated OR fixed-time signals, mid-block crossings on Folsom (Rauch, Russ, and Falmouth) and Howard (at Rauch, Russ, and Mary Streets). Add landscaping and pedestrian amenities. Add landscaped median in center turn lane on Howard between Fifth and 11th (except where left turn pockets are required). Upgrade Minna and Natoma between Sixth and Eighth Streets with traffic calming, landscaping, and signalized, mid-block crossings of Seventh and Eighth Streets. (Western SoMa Transportation Plan) 	<ul style="list-style-type: none"> Complete upgrade of pedestrian path of travel on Minna and Natoma between Ninth and Fourth Streets. (extension of Western SoMa Transportation Plan) 	<ul style="list-style-type: none"> Prop K Sales Tax Transportation Enhancements Transportation Development Act Prop AA Vehicle Registration Fee Safe Routes to Transit Safe Routes to School Transportation, Community, and System Preservation OneBayArea Highway Safety Improvement Program Prop B

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7th Street & 8th Street Couplet Transportation & Streetscape Improvements Current Status

The 7th Street and 8th Street recommended improvements may be the simplest recommended of the EN TRIPS Priority Corridors, as they only include minor operational adjustments. Vehicular traffic is modified with a slight reduction in capacity by the number of lanes from 4 to 3. Transit is provided with improvements that include shifting northbound operations on 7th Street to the west side of the street with boarding islands at stop locations, and the upgrade of stop locations along 8th Street to transit bulbs serving southbound transit. The addition of 1-way, separated cycle tracks elevated to sidewalk level, and the eventual expansion of the sidewalk on the side of the street opposite the cycle track to 15 feet.

Technically and from a cost perspective, this Priority Corridor could be the easiest of the EN TRIPS projects to implement. It will require environmental clearance, and so it's bundling status with Folsom and Howard Streets is important. If that changes additional fund sources would need to be identified for environmental clearance. In addition, this project requires further evaluation with the Department of Public Works is required to better understand potential conflicts with the DPW paving schedule. The SFMTA 5-year CIP includes the 7th Street & 8th Street Transportation and Streetscape Improvements project.

<u>7th & 8th Streets</u>	Transportation Improvements Phase 1	Streetscape Improvements Phase 2	Funding Opportunities
Circulation	<ul style="list-style-type: none"> • Reduce Seventh and Eighth Street to three, one-way lanes each. • Re-time signals to favor 12-15 mph vehicle progression on both streets. 		<ul style="list-style-type: none"> • Prop K Sales Tax • Bicycle Transportation Account • Transportation, Community, and System Preservation • Prop AA Vehicle Registration Fee • OneBayArea • Safe Routes to Transit • Safe Routes to School • Highway Safety Improvement Program
Transit	<ul style="list-style-type: none"> • Construct mid-block transit boarding islands at stops on 7th Street and bus bulbs at stops on 8th Street. 		<ul style="list-style-type: none"> • Prop K sales Tax • Transportation Fund for Clean Air • Transportation, Community, and System Preservation • TIGER • OneBayArea • Safe Routes to Transit • Transportation Development Act • Transportation Enhancements • Prop AA Vehicle • Prop B

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Bike	<ul style="list-style-type: none"> • Stripe two-way, parking-buffered cycletrack on Seventh and Eighth Streets. • Upgrade signals to allow split vehicle right turn/bike through phasing. 	<ul style="list-style-type: none"> • Raise cycletrack and buffer to sidewalk grade. 	<ul style="list-style-type: none"> • Prop K Sales Tax • Transportation Fund for Clean Air • Regional Transportation Fund for Clean Air • Transportation, Community, and System Preservation • OneBayArea • Safe Routes to Transit • Safe Routes to School • Prop B
Streetscape & Pedestrian Improvements	<ul style="list-style-type: none"> • Construct pedestrian corner bulbs/pedestrian refuges with landscaping. • Add three fixed-time signals at mid-block crossings on Seventh and two on Eighth • Upgrade Minna and Natoma between Sixth and Eighth Streets with traffic calming, landscaping, and signalized, mid-block crossings of Seventh and Eighth Streets. (Western SoMa Transportation Plan) 	<ul style="list-style-type: none"> • Widen sidewalk on non-cycletrack side of both streets to 15 feet. Add landscaping and pedestrian amenities. • Complete upgrade of pedestrian path of travel on Minna and Natoma between Ninth and Fourth Streets. (extension of Western SoMa Transportation Plan) 	<ul style="list-style-type: none"> • Prop K Sales Tax • Transportation Enhancements • Transportation Development Act • Prop AA Vehicle Registration Fee • Safe Routes to Transit • Safe Routes to School • Transportation, Community, and System Preservation • OneBayArea • Prop B

An Appendix at the end of this memo breaks out these potential fund sources for the 7th Street & 8th Street Transportation and Streetscape improvements in further detail, including the fund administrator, application cycle, eligibility, average received through previous grant cycles and the improvements that could be funded by each source.

3. FUNDING

SAN FRANCISCO'S CURRENT FUNDING ENVIRONMENT

Potential funding for EN Trips projects includes an array of federal, state, regional, and local sources. These sources range from annual competitive calls to formula funds to programmed sales tax dollars. EN Trips projects may be able to take advantage of three new or revised fund sources: OneBayArea, the Prop AA Vehicle Registration Fee, and the Prop B Road Repaving and Street Safety Bond.

At the regional level, the Metropolitan Transportation Commission's OneBayArea Grant Program that will guide programming of Cycle 2 federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funding. For the first time, the region is proposing to link regional land use policies with regional transportation investment, by using a formula to disburse funding to Congestion Management Agencies (CMAs) that includes consideration of local jurisdictions' track record in producing housing, and their plans to accommodate additional housing through the Regional Housing Needs Allocation.

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In November 2011 San Francisco voters approved Prop B, which allowed San Francisco to issue \$248 million in general obligation bonds to repave streets; seismically upgrade bridges, tunnels, and stairways; improve safety for pedestrians and bicyclists; upgrade traffic signals; and improve sidewalk access and safety. The funds will be prioritized according to the pavement condition score, clearances with utility companies and other city agencies, type and frequency of street use by vehicles, bicycles and transit, complaints, and geographic equity, and will be available in MONTH YEAR.

San Francisco voters approved Proposition AA in November 2010. The Vehicle Registration Fee will use revenues collected from an additional \$10 each on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability improvements throughout the City. The SFCTA began collecting revenue in Spring 2010 and plans to begin allocations in 2012.

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APPENDIX

Eastern Neighborhood Public Funding Source – 7th and 8th Streets

Fund Source	Administrator	Application Cycles	Eligibility	Maximum/ Average/ Previous Grant Amounts	7 th and 8 th Streets EN Projects
Federal					
Small Starts	FTA	Rolling	New fixed-guideway systems and bus corridors	\$75M	NA
Very Small Starts	FTA	Rolling	New fixed-guideway systems and bus corridors	\$40M	NA
Partnership for Sustainable Communities: Bus Livability	USDOT, EPA, HUD	?	Bus and related equipment and facilities	Nationwide: \$150M	NA
Partnership for Sustainable Communities: TIGER	USDOT, EPA, HUD	?	Projects with significant impact on the nation or region	Nationwide: \$527M	All Projects
Congressional Earmark	FTA, FHWA	Annual	No requirements	?	All Projects
Transportation, Community, and System Preservation	FHWA, Caltrans	Annual	Transit, complete streets, streetscaping, pedestrian, bicycle, traffic calming, and other projects	Average to California: \$0.6M	All Projects
State					
State Highway Operation and Protection Program	Caltrans	Rolling 4-year program	Collision reduction, major damage restoration, bridge preservation, roadway preservation, mobility enhancement	SF: \$51M	NA
Bicycle Transportation Account	Caltrans	Annual	Bicycle projects in a Board-adopted bicycle transportation plan	SF: \$0.5M	Cycle Track
Highway Safety Improvement Program	Caltrans	Annual	Major roadway safety upgrades like new traffic signals	SF: \$1M	New Signals; Signal Upgrades; Bulbs, Curb Ramps,

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Fund Source	Administrator	Application Cycles	Eligibility	Maximum/ Average/ Previous Grant Amounts	7 th and 8 th Streets EN Projects
					Crosswalk; Mid-block Bulbs; Bus Islands
Regional					
FTA Formula Section 5307, 5309	MTC	Annual	Transit capital projects	SFMTA: \$80M	NA
Safe Routes to Transit	TransForm and East Bay Bicycle Coalition	Bi-annual (last funding cycle: FY2013/14)	Pedestrian and bicycle connections to regional transportation hubs	Maximum: \$0.75M SF total: \$1M	Cycle Track; Bulbs, Curb Ramps, Crosswalks; Mid-block Bulbs; Bus Islands
Transportation for Livable Communities, Regional	MTC	Three years	Streetscape enhancement and other critical infrastructure elements in PDAs	SF: \$7M	All components
Transportation fund for Clean Air	Bay Area Air Quality Management District	Annual	Projects creating large reductions in auto emissions	SF: \$0.2M	Cycle Track
Local					
Transportation Enhancements	SFCTA, CCAG	Bi-Annual	Landscaping, pedestrian, bicycle elements	SF: \$1M	Cycle Track; Landscaping and Trees; Intersection Bulbs, Curb Ramps, and Crosswalks; Mid-block Bulbs; Bus Islands
Lifeline Transportation Program	SF	Annual	Transit enhancements in Communities of Concern	SF: \$8M	NA
San Francisco Prop K Sales Tax:	SFCTA	Rolling	BRT/TPS/Muni Metro, other transit enhancements, Caltrain facilities, bike circulation, pedestrian circulation	?	All projects except landscape planters

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Fund Source	Administrator	Application Cycles	Eligibility	Maximum/ Average/ Previous Grant Amounts	7 th and 8 th Streets EN Projects
Transportation for Livable Communities, County	SFCTA	Three years	Streetscape enhancements in PDAs	SF: \$3M	All components
Regional Bicycle Program	SFCTA	Three years	Projects adding mileage to the Regional Bicycle Network	SF: \$2M	Cycle Track
Transportation Development Act Article 3	SFMTA, SFDPW	Annual	Bicycle and pedestrian projects	SF: ?	Cycle Track; Intersection Bulbs, Curb Ramps, and Crosswalks; Mid-block Bulbs; Bus Islands
Regional Improvement Program	SFCTA, SFMTA	Two years	Any transportation improvements	SF: \$?	All components
One Bay Area	SFCTA, SFMTA	Three years	Any transportation improvements in PDAs	SF: \$25M	All components